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'Ware the Misfit Made-to-Order Suit

As Supplied by Mitchell, and Ritchie & Cornell to an Unsuspecting Public—a Side-Light on Carr's Melton.

By SAMUEL HOPKINS ADAMS.

Among the familiar faces which ornament the columns of Mr. Hearst's "Journal" and Mr. Pulitzer's "World," hovers ever hospitable to the advertiser whose money is welcome to more critical publications, few are more conspicuous and cheery than that of Mitchell the Tailor.

Suits to order, superior suits at astonishingly low prices, are Mr. Mitchell's specialty. With wonder, admiration and envy, the merchant tailoring trade has long observed Mr. Mitchell's expansive generosity toward the public and marvelled at his methods. The wonder may be shared by Mr. Mitchell's customers; the admiration and envy are not. They have to wear the clothes.

From two points of vantage "The Tailor from Boston," as he calls himself, smiles upon the New York public: 119 Nassau Street and 1431 Broadway. Led by an advertisement of last month, a Tribune representative tried out one of the Mitchell bargain offers, at the Nassau Street shop. "Suit to order" in suitings "as high as \$20 to \$25" for \$7.50 was the lure. Out of half a dozen sleazy-looking patterns a brown and white pencil-stripe was selected.

"A fine, all-wool piece of goods," observed the salesman. "Now, do you want a vest?"

"I want a suit," said the customer. "Coat, vest, trousers."

"The vest," said the salesman blandly, "will be \$3.50 more."

"What! Nearly half as much for the vest as for the whole rest of the suit?" objected the customer. "Doesn't the vest go with the suit?"

"A suit of clothes," expounded the salesman (Webster, Worcester and the Century dictionary please note), "is coat and trousers. The vest is an extra."

"Oh! Any extra charge for buttons or buttonholes?"

Sarcasm is lost upon the Mitchell intellect. "No," was the reply, "but for \$2 more you can get a pure Venetian lining."

However, \$7.75 as specified in the ad was the limit. A deposit was made and the patron was told to come back several days later.

Unmitigated astonishment was his portion when, on his return, the suit was presented to him complete.

NOT EVEN A TRY-ON AT \$7.75.

"Don't I get a try-on?" he asked.

"We don't give try-ons of our \$7.75 suits."

The victim then got into the suit. Now, if that suit ever had been made to order it was made to order for some individual built on a wholly different architectural plan from the Tribune representative.

Amid many distressful discrepancies the most obvious was a jutting promontory across the back. This was taken in, the balance of the price collected, and the transaction closed.

Except, of course, for the analysis. The \$20 to \$25 value suit to order is a stock suit—or, rather, a stock two-thirds of a suit—of the cheapest kind of sweatshop labor. There isn't a bit of handwork on it except the sewing on of the buttons. Even the buttonholes are machine made.

The "all wool" is mostly cotton, with a little worsted. The pencil-stripe is white cotton thread. If the workmanship were in any degree respectable the suit would be worth the price charged. As it is, \$5 would be dear for it.

In order to give Mitchell a chance to make good on better class goods, a demand was made for a Carr's Melton overcoat. What would

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ROCKEFELLER, JR., ANSONIA GUEST TO AID STRIKERS DIES IN HER BATH

Pledges Help of Colorado Fuel and Iron Co. for Needy Ex-Employees.

(By Telegram to The Tribune.)

Denver, Feb. 27.—The problem of unemployment as a result of the recent coal strike has become such a serious one throughout the Trinidad district that the coal operators, the City Council, the Chamber of Commerce and various relief societies have taken action to relieve the distress. Benefits to be given to the unemployed are being distributed by the Chamber of Commerce and the United Mine Workers of America.

After investigation it was announced that death was due to natural causes. Mrs. Weston suffered from insomnia and nervousness and had changed her apartment several times. Three days ago she signed a lease for an apartment at 299 West Seventy-eighth Street. She was to take possession tomorrow.

The Westons came to New York in January to place their daughter, Florence, in school. This was done, and the girl has been living at 62 West Seventy-first Street. The mother remained at the hotel, and on Friday night when she started to take a bath, the body was found by Lillian Camp, a maid.

DEER COST HUNTERS DEAR

Two Men Arrested and One Wounded in Chase.

Stray deer in the suburbs of New York yesterday led to two arrests in one case and almost a tragedy in the other.

Louise Salver and William Heck were trapped by Constable O'Brien after a chase of one animal. O'Brien held for trial before Police Justice Reimer.

Earl Babcock, sixteen, accidentally shot Louis Gregory, of Dutchess Junction, who was in front of him when he fired at a doe in Merwinville.

John Cronk, of Mahopas, found a large buck deer dead, with a bullet in its side, on his farm, and turned it over to Game Protector Barry.

START BOYCOTT ON JAPAN

Chinese Six Companies Seek Retaliation for Tokio Demands

San Francisco, Feb. 27.—A Chinese boycott on all Japanese industries and business houses as a form of retaliation, it is said, against the demands made by the Chinese government by Japan, has been started in this city according to a statement made to-night by John L. McNab, counsel for the Six Companies.

ALIEN HUNDREDS LAID OFF FROM SUBWAY LABOR

Contractors Dismiss Men by Wholesale Because of Court Decision.

NATIVES CALLED UNEQUAL TO TASK

Down-and-Outs Unfit for Hard Work—Repeal Possible, Despite the Unions.

Thousands more men are out of work today than there were on Friday.

Subway construction is stopped in some places, and halted in many others. The people and the press of New York are clamoring for a change in the alien law, preventing foreigners from working in the subway.

The contractors are complying with the Court of Appeals decision, but say if New York wants subways the situation must be altered.

Organized labor is rallying its forces to try to prevent the repeal of the law. It is understood Governor Whitman will send a special message to the Legislature requesting repeal, if a request is made to him.

Almost all of the contractors on the subway sections dropped aliens yesterday and left, beginning early yesterday morning. Short, strong, swarthy men, armed with picks and shovels, were turned away from the shafts and told to report to the pay windows when they could not produce citizenship papers.

Hundreds Discharged.

In just one spot, in Seventh Avenue, between Thirty-third and Forty-second streets, the Rapid Transit Subway Construction Company discharged no fewer than eight hundred Austrians, Poles, Russians, Hungarians and Italians.

In other places scores and scores of men were thrown out of work. There was no set of figures yesterday to show the number of aliens employed, but it was estimated that, of about 19,000 men employed, no less than 80 to 90 per cent were not citizens.

The Flinn-O'Rourke Company, which is building the East River tunnels, said 500 of their 700 men would have to be discharged under the ruling.

The United States Realty and Improvements Company saved only 15 per cent of its men on its Seventh Avenue work, and only 20 per cent on the Broadway section. Out of 800 men at work in the Broadway section, 600 were discharged.

This company sent to the Charities Organization Society and got sixty or seventy men.

Only about 10 per cent of them were any good for the job," said Samuel S. Jones, of the company, last night. "They won't last. You can't take a gang of ill-fed down-and-outers and get the same results as a gang of big, strong 'Poles'."

The American men simply haven't got the constitution to stand the work."

Out of 120 native born or naturalized citizens who applied for work at Thirty-ninth Street and Seventh Avenue, only twenty were taken on. The foreman said half of these would probably quit the job before the end of the day.

"Some people seem to think," said C. A. Crane, secretary of the General Contractors' Association, "that we are against giving the American citizens work. That's false. It's simply that we have got to have the proper men for the tasks. Even if we paid the Americans much more than the Hungarians and Italians the natives could not do the heavy manual labor."

Doesn't Want Negroes.

"This afternoon I was quoted as saying we were considering importing southern negroes to do the digging. That was not correct. It would be as much a violation of the law as the employment of alien labor; for, under the statutes, the negro is given preference over the white man."

I only said it was a remote possibility. It is not a desirable one, for the negroes are unreliable laborers, as a whole.

Word of this contractors are willing to do anything that's reasonable and fair," he continued, "even if it costs them money. They will not lay down on their work until all possibilities are exhausted. They do have to stop completely, the people will realize that something will have to be done with the situation."

The fact was that contractors had introduced a repeal bill in the Legislature for the last three years, because they had feared that such a contingency as now confronts them might arise.

Reports from the Legislature said that Governor Whitman said he favored the repeal of the law. It was also forecast that the proper legislation would be introduced this week.

One dispatch said that the general sentiment in the Legislature apparently opposed the present law.

The financial aspect of the situation was a feature that appealed to many. The fact was brought out that if work is halted completely and the contractors, plants and equipment allowed to be idle depreciation will follow. It was also said that the general sentiment in the Legislature would not allow the contractors to suffer financially, but would grant them extensions.

Work stopped on the Lexington Avenue line, between Forty-third and Fifty-third Streets and between Seventy-ninth and Ninety-third Streets, in sections handled by the Bradley Contracting Company. James Bradley said he was willing to employ all American citizens who could do the work at the prevailing rate wage.

Work which will be most affected, according to that appealed to many, is the work on the Lexington Avenue line, between Forty-third and Fifty-third Streets and between Seventy-ninth and Ninety-third Streets, in sections handled by the Bradley Contracting Company. James Bradley said he was willing to employ all American citizens who could do the work at the prevailing rate wage.

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ALLIED FLEETS IN DARDANELLES PRESS ONWARD

Commanders Ordered to Reach Constantinople at All Hazards.

TWENTY WARSHIPS IN ENGAGEMENT

New 15-Inch Guns on First Trial Work Accurately—Three Killed on Agamemnon.

London, Feb. 28.—After having completed the destruction of the forts at the entrance of the Dardanelles, the allied fleet of British and French warships, the greatest which has ever been in action, are now attacking the inner forts, which heretofore have stood between Turkey and invasion by the sea.

Apparently the outer forts could not withstand a great bombardment, and when they had been levelled and destroyed by their defenders men were landed from the ships to complete the work of demolition, while mine sweepers cleared a passage for ships in the strait.

More serious work is now ahead, for the all important fortifications are at Kilit Bahr and Chanak, which guard the narrowest part of the strait, which the fleet is now approaching. There is no doubt, however, that the allied commanders have instructions to make their way to Constantinople in spite of all obstacles, and have been supplied with the best means for carrying out these orders.

A dispatch from the Athens correspondent of the Exchange Telegraph Company says that a battleship bombarded a Turkish camp on the Gulf of Saros.

A complete list of the ships engaged is not available, but reports from Athens and other points say that twenty large vessels are taking part, and the report issued to-night by the British Admiralty up to Friday night, mentions no fewer than ten of these. Previous reports mentioned others that were not engaged on Thursday or Friday, the period covered by the Admiralty statement.

Queen Elizabeth Heads Fleet.

At the head of the fleet is the Queen Elizabeth, one of England's latest and most powerful battleships, with a tonnage of 23,000, which has been commissioned since the war began and which mounts eight 15-inch guns. The Queen Elizabeth took part in the bombardment of the forts at the entrance of the Dardanelles, and was one of the ships which were engaged in the attack on the Turkish camp on the Gulf of Saros.

Other vessels, including the French battleship Bouvet, and one or two British battle cruisers, are also in the fleet. The fleet is now approaching the narrowest part of the strait, which the fleet is now approaching. There is no doubt, however, that the allied commanders have instructions to make their way to Constantinople in spite of all obstacles, and have been supplied with the best means for carrying out these orders.

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